

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,247 號柒十肆百千壹萬第 日玖十式月柒年六十二緒光 HONGKONG, THURSDAY, AUGUST 23RD, 1900. 肆拜禮 號叁十式月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE—

ROLL & Co.

PRICE.—
PER CASE 1 DOZ. QUARTS.....\$540
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WINE MERCHANTS.

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CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
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Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
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Sole Agents for it—
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JOHN WALKER & SONS
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Fine Old HIGHLAND WHISKIES are shipped
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SPECIAL CARS by arrangement at the Com-
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Hongkong, 1st May 1899.

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VICTORIA HOTEL.
SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.

The Bed Rooms are airy and comfortably
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for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on
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Proprietors.

Hongkong, 16th November, 1899.

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SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
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CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

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Hongkong, 16th August, 1900.

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ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
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Entrance: ICE HOUSE STREET (New Victoria Hotel)

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WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
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LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY, &c., &c.

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Table Water is made from
Pure Trouble Distilled
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OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
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WHITE CANVAS BOOTS and SHOES, &c., &c.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

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Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$14.75 per doz.

Less old than the above.

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BLEND WHISKY,

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Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE

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This fine Wine is old, soft, and of grand flavour
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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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WE ONLY SELL WINES OF GOOD VINTAGES, AND MATURED SPIRITS
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Hongkong, 16th August, 1900.

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THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... \$25.00

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AMERICAN, ENGLISH AND GERMAN.

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BY THE MAKERS AND OURSELVES.

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AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

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THE pleasure of cycling, consists in having
a first class Machine, and the above Es-
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We are Agents for the famous "NEW
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and we also supply fitting of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

McKIRDY & CO.,

43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

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General Managers.

Hongkong, 2nd July, 1900.

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South Wales, Australia, seeks ENGAGE-
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Certificate produced on application to—
WILLIAM FITZGERALD,
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Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INSURANCE.

**THE
STANDARD LIFE ASSURANCE CO.**
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years
duration, on any ground connected with the
original documents, if age has been proved.
Forms of Proposal and all particulars may be
obtained from
DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1899. [2-1673]

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A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
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Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
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Fire Extinguishing Mains on every floor
CHARGES MODERATE.

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**PLUNKET'S GAP, The PEAK, near the
Tram Terminus.**
Tel. 56.
For Terms, apply to the
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Hongkong, 2nd July, 1900. [1029]

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ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
LIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
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The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

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(ESTABLISHED 1873)

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THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee." [1919]

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the "Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m., and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address, "Boavista." [1034]

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AMERICAN MARBLE.
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HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

PORTS.

(FOR INVALIDS AND GENERAL USE.)

- B.—VINTAGE, superior quality. Red Capsule ... \$14.40
- C.—FINE OLD VINTAGE, superior quality. Black Seal Capsule ... 16.20
- D.—VERY FINE OLD VINTAGE, extra superior. Violet Capsule ... 20.40
- E.—One of the Finest VINTAGES in the Market. Gold Capsule ... 30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,
ESTABLISHED 1841.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on the side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address PRESS—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

BIRTH.
On the 2nd August, at Wuchow, the wife of P. F. HAUSSER, H.B.M. Consul, of a son. [2292]

The Daily Press.

HONGKONG, August 23rd, 1900

Our northern neighbour, Shanghai, has come in for some very harsh criticisms throughout the Press of the East, and in this case it may be taken that the Press faithfully reflects public opinion. Presumably, too, when the home public discovers how it has been misled in the matter of the Peking "massacre," more hard words will be uttered against the Model Settlement for the large share which it took in horrifying the whole of the civilised world. It cannot be said that the abuse of the sensation-mongers of Shanghai is unjustifiable, even when we consider the very trying circumstances in which the port was placed, with the whole world looking to her impatiently for news and nothing genuine forthcoming. It is a pity that this desire for news led astray so many correspondents to dish up the ghastly imaginings of irresponsible native fugitives and, adding details from their own heads, to palm the concoction off as fact. The wiser correspondents remained silent or only reported that unconfirmed native rumours asserted this or that. They reap their reward now, in the shape of respect for their powers of discrimination, but unfortunately they are unable to redeem the honour of the port in which they live. Shanghai must now be tempted to regret that the Censor, whose hand, it may be suspected, has not been idle lately further north, was an impossibility in her midst last month.

But, after all, Shanghai has only suffered from a bad attack of the epidemic which long ago over-ran America and Europe, and indeed most places where newspapers are bought and sold. The paper-reader, when he finds that the sensational items which stirred his emotions the day before had no foundation of truth, is ostentatiously indignant and seizes on the first person or object to put in the pillory. He waits for someone else to point out that it is mainly his desire to read something which the young lady in Ibsen's play calls "awfully thrilling," which leads to the supply of the cheap and unreliable "news." He does not admit the accusation, but continues to read his favourite paper, or another of the same class, and to be terrible in his wrath each time he is deceived. His position is as reasonable as that of a drunkard who should wish to hang the brewer or distiller when he wakes with a head-ache. We do not urge this as an excuse for the manufacture of such heartless stories as that of the Peking massacre, but it is evident that the blame has not been quite fairly distributed.

The English Mail of the 21st July was delivered in London on the 20th inst.

No cases of plague or deaths from the disease were reported during the 24 hours preceding noon yesterday.

Yesterday morning Captain Bartaby, of the American barque *Sarnack*, which arrived in this port on the 15th inst., died at the Government Civil Hospital.

At the Magistracy yesterday two more Chinese were each fined \$100, or three months, for committing breaches of the Post Office Regulations. Sergeant Garrod finding them in possession of unstamped letters.

The Telegraph Companies informed us yesterday morning that a cable has been laid between Chefoo and Taku and is now opened for traffic, the present Chinese landline rates being maintained. Until further notice it will be advisable to address telegrams for Tientsin and beyond to care of the respective forts at Taku.

On Tuesday afternoon a man named Tong Yung was observed leaving the Kowloon Godown with a parcel. A tallyman immediately afterwards found that a watch and chain, two jackets, and 71 cents belonging to him had been stolen. He accordingly chased the man, who was stopped by a constable and taken to the Police Station. Yesterday morning the thief was sentenced to four months' hard labour.

The Central Police Station informed us yesterday morning that the Black Cone had been taken down at Kowloon Point, and the Black Ball hoisted in its place. The typhoon had thus moved to the west of the Colony. At 10.15 the Black Ball was lowered, and the shipping returned to the harbour. Mr. Rouseville Wildman, U. S. Consul-General, sent us the following typhoon warning issued from Manila Observatory at 6 a.m. yesterday:—"Depression has moved off the E. and N. E. of Luzon and seems to be now near the Loochoos, moving probably northwards or north-eastwards."

A retired trader named Tse King Hing appeared at the Magistracy yesterday morning with his head bandaged and his jacket covered with blood. He said that at about nine o'clock that morning he was buying fruit behind the Harbour Office, and had just paid for it when a man named Wong Tuk snatched \$5 from him and made off, after having pushed him down. He gave chase and the runaway turned round, picked up a brick, and threw it at his head. The man was shortly afterwards stopped by a constable. For stealing the money the man was sentenced to three months, and he was similarly punished for the assault, the terms to be consecutive.

Several property owners appeared at the Magistracy yesterday charged with neglecting notices ordering them to do certain drainage work in connection with their houses. Five were fined \$5 each, and two \$50 each. The two latter were Yung Hing Pong, owner of No. 11, Arbuthnot Road, and Cheong Ling Tai, owner of No. 9, Arbuthnot Road. When Cheong Ling Tai's name was called in the first instance there was no response, and the case was allowed to stand over for a while. On the name being called a second time there was still no response and a warrant for his arrest was granted. Immediately afterwards it was found that the man was already in the dock, where he had been placed for smoking in court. For this offence he was fined \$5.

Another race war is on, this time in the West, the home of civilization; and, queerly enough, in this also the Japanese are playing a prominent part. It seems that on the Fraser River, in British Columbia, a large number of Japanese are trying the fisheries hitherto monopolized by the whites and Indians. The newcomers being warned off, instead of complying, with the demand, had the pluck to defy the monopolists with a little fine rifle practice. At last accounts the white Boxers were preparing for a bloody battle with the foreign intruders, who in the meantime were sending to Vancouver for police protection. The practice of baiting Chinese, which has so long furnished amusement for the Pacific coast people, seems to have palled upon them; they will now have an excellent opportunity of learning the difference between the two Oriental races.—*Japan Advertiser*.

The repairs to the U.S. battleship *Oregon* now in dock at Kure, will, it is understood, take about a month to complete.

The chief Signal Service Officer of the United States has been instructed for the fitting up of wireless telegraph stations in the harbours of the Philippines.

A St. Petersburg telegram, dated August 8th, says:—Count Ramedorff has been formally appointed Acting Foreign Minister. The appointment bears date 7th inst.

H.M.S. *Alb* is in the Old Dock, Shanghai, undergoing an extensive overhaul. Her commission will shortly expire. Her present crew when relieved will most likely be sent up North for duty.

After discharging the cargo of coals which she has brought out from Barry for the local government, the *Anapa* will make two trips to Japan for cargoes of the same material. Other coal transports are to follow the *Anapa* and bring out large consignments of coal for the use of the Navy here.

The *Times* Constantinople Correspondent declares that the Palace sympathies are entirely with China, whose feelings and conduct towards foreigners are regarded with complacency by the Sultan. It is reported in Odessa that the Turkish Government has refused to allow cruisers, belonging to the Russian Volunteer Fleet, conveying troops from the Black Sea ports to China, to pass through the Bosphorus and the Dardanelles.

The New York papers of the last mail contain accounts of the marriage of Miss Edith Van Buren, sister of Mr. J. B. Van Buren, agent of the Pacific Mail Steamship Company in this colony. Miss Van Buren visited Hongkong some three years ago and was well-known in society here. She was married in London on July 7th to the Count Vessichio di Castelmardo, a noble of a distinguished Italian family. The bride is a niece of Mr. Phelps late United States Minister to Germany, and her grandfather was President Martin Van Buren. Her father was well-known on this coast for many years as United States Consul-General at Yokohama.

The German Emperor does many things which do not get reported in the paper. A short time ago, for instance, he gathered round him in his Palace a group of men to whom he gave admonitions the most fatherly, a commission the most inspiring. They were going forth, these sons of Fatherland, and in their hands lay the honour of Germany—in theirs to whom he knew he could entrust it. And these men who took their commission from their Emperor, were—the waiters going forth to the German section of the Paris Exhibition! The episode is one to ponder over; and the sequel is that the best behaved band of waiters at the Paris Show is, by general consent, the German.

The death on the 13th inst., at Kagoshima, Japan, of Viscount Iwashita Hobei is announced. The deceased noble, a member of the Kagoshima clan, rendered distinguished services at the time of the Restoration. He was sent to Yokohama in 1861 by Prince Shimazu Hisamitsu, the lord of his clan, to prevent the British Squadron from attacking Kagoshima in connection with the murder of Mr. Richardson at Kanagawa. He went with Mr. Shigeno (now Professor Shigeno in the Imperial University) and opened negotiations with the Admiral, which lasted for several days. In 1866 he proceeded to France and made a tour of Europe, returning in the following year. In the first year of Meiji he was appointed Governor of Osaka, and in the third year took the office of Governor of Kyoto in addition. In 1873 he was appointed a Senator. In 1892 he was created a Baron in recognition of his services to the State. He was a member of the House of Peers, and was 73 years old.

FLIGHT OF THE EMPRESS
DOWAGER.

The following despatch, dated 2nd August, has been received from Peking by a high mandarin now taking refuge in Shanghai:—"Everything is now prepared for the exodus of the Empress Dowager and Court on the 6th of August to the new capital, Heian in Shensi. Furniture, baggage, and valuables of Court and Ministers, high and low, began to be removed from Peking since the 12th of July in anticipation. His Majesty the Emperor opposed the exodus, wishing to die with his people in Peking; but he is to be compelled to go. The troops to guard the Empress Dowager on her western journey have been arranged, and will consist of about 65 per cent. Boxers, 25 per cent. Manchus, and 10 per cent. Chinese. Prince Tuan takes charge of the Manchurian first rear-guard and Tung Fuhshing will command the last rear-guard, which is not to leave Peking until the Allied troops gain the very walls of the city. It is the intention Tung Fuhshing to first exterminate the Legations before starting for Heian. Yung Lu, with some 15,000 Manchus, is to remain to arrange terms of peace with the Foreign Powers. Kang Yi also remains. The entire force to be left to fight the Allied forces will not be more than 45,000 men all told. A creature of Yung Lu named Ho Chi-ang, was last month (July) appointed Brigadier-General of Changchiao-tou (Kalgan) to clear a way for the passage of the Empress Dowager and Court, which points to her choosing the grass country (T'iao-ti) route, by way of Shensi, and Mongolia, to get to the new capital. "It will then be the duty of the notorious Yi Hsien (Manchu), Governor of Shansi, to guard the Empress Dowager when passing through that province. To prevent pursuit by the Allied forces, Yung Lu has ordered his creature, the Brigadier-General of Changchiao-tou, to fortify the vicinity where it is proposed to fight a series of battles in order to enable the Empress Dowager and Court to get to Heian without let, hindrance, or panic. The above has been since confirmed by telegrams from various independent sources and of later date.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 22nd August, 10.16 p.m.

CABLE STARTED, BUT NO NEWS.

No news about events in the North is coming forward yet, although the cable-line between Chefoo and Taku has been opened.

TWO REPORTS.

It is reported that the Emperor remained behind in Peking. Another report is to the effect that the Japanese troops captured the Empress-Dowager and Prince Tuan.

INCENDIARISM AT HANKOW.

Big incendiary fires have taken place at Hankow.

LONDON, 21st August, 8.10 p.m.

TOTAL BRITISH FORCE FOR
CHINA.

The total British force for service in China amounts to 26,000 men.

LI SUGGESTS NEGOTIATIONS.

It is reported that Li Hung-chang is asking the Powers to open negotiations.

ALLIES ENTER SACRED CITY.

Admiral Bruce wires that the allies are reported to have entered the Sacred City on the 17th instant.

THE QUEEN'S MESSAGE TO
PEKING.

The Queen has telegraphed sympathetically to the Legation Guard, congratulating them on their heroic and prolonged defence.

REUTER'S SERVICE.

LONDON, 20th August, 1900.

THE "TIMES" ON JAPAN'S AID IN
CHINA.

The *Times* pays a warm tribute to Japan, who by her promptitude and the efficacy of her aid saved the Powers the humiliation and anguish of being powerless spectators of a massacre. The *Times* considers that Japan has deserved well of the Commonwealth of Europe.

DEPARTURE OF FIELD MARSHALL
COUNT WALDERSEE.

Field Marshall Count Waldersee has left Berlin en route to China with an enthusiastic farewell.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *Antillian* of Liverpool, arrived yesterday morning, and went to the man-of-war anchorage. She brings the following for the Hongkong Garrison:—Lieuts. G. T. H. Dickson, O. D. L. Williams, H. Hill, and 106 men of the Royal Welsh Fusiliers; and for Wei-hai-wei:—Major T. W. Powles, Capt. H. M. Elliott, Lieuts. H. L. Stephenson, E. Wighton, 2nd Lieut. F. W. Loreday and 126 men of the 2nd Co. Southern Division R.G.A.

Capt. M. H. Roberts, 2nd Lieut. J. A. C. Forsyth, E. B. Pannett, E. G. Harman, B. C. Haslewood, one warrant officer and 118 men of the 15th Southern R. G. A., Capt. G. E. Galbraith, K. E. Haynes, Lieut. D. Clapham and 59 men of the 15th Co. Western Div. R. G. A. She also brought Maxim's or Pompons Det. 1. R. A., in charge of Capt. C. W. J. Orr and 7 men; a siege train in command of Lieut. Col. T. Perrott, with Capt. H. S. de Brett, D. S. O., as Adjutant, Major Dobell of the Royal Welsh Fusiliers, Lieut. W. A. Quennell, I.O.M., of the A. O. Dept.; 29 horses and mules and 14 guns. The above are the first lot of troops arrived here from Cape Town. The siege-train was that intended for the bombardment of Pretoria.

The *City of Cambridge* arrived yesterday with No. 4 Coolie Corps and part of the 54th Native Field Hospital, two British officers accompanying the former and one the latter.

The transports *Vadala* and *Islanda* arrived from Taku yesterday. The *Sunda* left for Shanghai.

To-day the three Italian transports, *Giava*, *Minghetti* and *Singapore* will leave for the north, under convoy of the cruiser *Stromboli*, probably at 2 p.m.

ON THE WAY.

The hospital ship *Carthage* left Singapore on the 18th inst., and is expected to coal here to-day. The hospital ship *Maine* may also reach Hongkong to-day.

The *Nerbudda*, which left Calcutta on the 20th inst., is due here on the 26th of next month. She brings a wing of the 6th Jats, including five officers, seven native officers, 333 men, and 62 followers, a section of the 51st Native Field Hospital, including one officer, one sergeant, two hospital assistants, three native rank and file, and 35 followers; Staff of the 3rd Brigade, Captain Cunningham and Special Services Officers Major England and Captain Orchard; part of the second Native General Hospital—three officers, one assistant surgeon, and two followers; transport details of the 3rd Brigade.

THE RELIEF OF PEKING.

[FROM OUR OWN CORRESPONDENT.]

THE FIGHT AT PEKING.

Tientsin, 5th August.
The allied army after a Council of War held on Friday morning began its march north towards evening. The main body of the troops, however, did not leave till Saturday, August 4th. Speaking roughly the Russians (the right wing) were about 5,000 strong, the Americans and English (the centre) about 3,000 also, and the Japanese (the left) from about 8,000 to 10,000. Reconnaissance had disclosed the fact that the enemy had chosen a strong position at Peking, some four or five miles distant from the city on the Peking Road, and there entrenched in force. It was resolved to dislodge them. Our first news from the front, sent off by energetic pressmen, was that there had been a very severe artillery duel lasting all the morning; that the enemy had been driven (shelled) from one series of trenches to another—three in all—and was in full retreat, after suffering casualties greater than those of the Allies, which were over 1,300. The Russians alone had lost 500, having had to bear the brunt of the terrific shelling.

FACTS AND SURMISES.

The incompatibility of this brief summary with that which has come in to-day is a valuable lesson to commentators and journalists generally. If we cannot get the truth when the forces are only seven miles distant, and the gallopers coming in all the time, what is it likely to be when the forces are far afield, and the scouts do not come down daily? I may as well state the origin of the inaccuracy is no deliberate alteration of news, but in the fact that engagements now cover so large an area that people in one part of the line misunderstand tactics in another part and interpret them by preconceived views. For example, yesterday the Russians suffered little or no hurt, and were hardly in it at all. The Chinese had flooded their left for a large area, and the Russians were not able to get at them. What then did they do? Like good soldiers they marched back and tried to get at them by following up the Americans and English in their frontal advance. This was seen in part but misunderstood, and so the idea spread that the Russians and their few German, Austrian and Italian supports had been beaten off by heavy fire. Their actual losses were trivial—so indeed were ours—the latter two killed and twenty-one wounded, mostly by stray shots. The fact was it was once more a Japanese day. The Italians away on the left suffered very severely, having 300 casualties (over 50 killed). The cause was not far to seek, and indeed I have referred to one of them before—the extreme visibility of the Japanese uniforms. Another was their defective formation in presence of guns; they were in big masses, and shrapnel was bound to pay well if well timed. A third was that their leaders have too much clan; they have already done so well that they are keen on keeping it up, and are not taking their opponents, and especially their opponents' weapons, seriously enough. The enemy was supposed to number only 5,000 or 6,000. Their retreat was deliberate enough, and there were neither spoil nor wounded. Indeed it is supposed the bulk of them withdrew the previous night. About fifty or sixty dead bodies were seen at the first trenches (they were either naked or without uniform); at the second they were undoubtedly Imperial troops, at the third mixed.

YANGTSU REACHED.

We heard to-day the Allies were at Yangtsun, 18 miles out, as they have advanced up the right bank of the river, the great tactical difficulty of crossing it obviated. In many places in the advance mines have been seen, but so far no casualties have been reported from them.

BUSY PREPARATIONS.

The commissariat has orders to advance twenty miles from Tientsin to-day. This is really great progress, and if maintained will see the force before Peking this week. General Dordard, R.E., is left in command of the British force here in Tientsin, 1,600 strong, the total being some where between 5,000 and 7,000. I understand very careful dispositions have been made to meet a rush of the enemy from the S. and S.W. We still have an abundance of news that a large force of Chinese is 7 or 10 miles to the S.W., and there is a widespread feeling that we are going to see some very stiff fighting here yet. We are remounting guns and our battery along the Wei-tze or mud wall is formidable, although minus the 12 p.s. A 4.7. Q. F. is to be erected there also; I saw the *Norddeutscher* at Taku this morning, so I presume the cable is laid, or is about to be laid, to Chefoo. I fear, however, that with eight Governments claiming precedence to private or press messages, the latter will get a very poor chance. The British Admiralty is moving with the times, for I saw the high poles necessary for Marconi's wireless system being erected at the upper North Fort. This will put us all in communication with the fleet 12 or 14 miles outside. I believe special experts are coming out to work it. Admiral Bruce is here.

AS OTHERS SEE US.

It is sometimes instructive to see ourselves as others see us, and possibly the two annexed dispatches of Yu Lu, the Viceroy of Chihli, describing the incidents of the first days of the war, may interest your readers. I transcribe them all the more willingly because my own report of these days and incidents has got lost, and is either at the bottom of the Gulf of Pechili, or mixed with countless other letters in the hold of H.M.S. *Barfleur*.

I cannot guarantee the literal exactitude of the translation beyond testifying to the honesty and ability of the interpreter. I interpolate critical or explanatory remarks in some parentheses. On the whole one cannot but be struck with the extreme moderation of the statements. They look the sharp, well-defined

edge of western descriptive prose, when the narrator is sure of his facts, and, of course, they gloss over disaster and disagreeable facts in the way well known to all beaten satraps and generals from the beginning of time; but on the whole to a man conversant with the incidents referred to they are a fair account of things from the Chinese point of view.

THE CHINESE ACCOUNT.

[When the Chinese opened fire on us on that momentous 17th of June (21st day of fifth moon)] "Lo Jung Kwan had in the city and suburbs 2,000 of the Wu-wei army and General Nih's men." As there were also 30,000 Boxers [the populace in Tientsin gave 50,000, but both these numbers are surely exaggerations] who regard the destruction of churches and the killing of foreigners as a patriotic duty, I called a meeting of their leaders, and explained to them the policy of the Government. All offered their services freely, and their patriotism is manifest in their actions. To-day we saw a train going northwards from Cheng Chue Kon [near Tientsin]. We harassed the foreigners by destroying the line, upon which they fired and wounded many. We returned their fire and the action continued till night-fall.

On the 22nd [June 18th] the foreign troops again attacked our men in different places, but we held our own at all points. Our forts and different camps shelled them, and the patriotic Boxers assisted everywhere in the fighting, which continued till the evening when the foreign troops were beaten. Many foreign buildings in "so Chiu Lin [Settlements] were burned. [It is a curious fact of the numerous houses destroyed in the two Settlements, only four have been set on fire by shell-fire, and nearly all these destroyed are Chinese-owned. In the two British Settlements only two godowns were inflamed and destroyed by shell. In the French another two, but as incendiaries were rampant all the time, it is doubtful if even this small number was due to the enemy's artillery.]

On the 23rd the foreigners again attacked us at sunrise, thinking their dens would be difficult to guard, so their fierceness was much greater than before; our troops, combined with those patriotic Boxers, fought severely with them for a long time. They [the foreigners] were apparently unable to hold out for any length of time, whereas our men fought very bravely, and in the afternoon found the enemy very unwilling to continue. They finally saw them skulking back to their dens, [to run in as rats to its hole.] Yeh and I were of opinion that our affairs had gone well so far. It was vain to hope to restore good relations so as to augment the courage of our own men we thought it better to bombard the dens of the foreign troops in order to disarm them. After that we planned to retake [the forts at] Taku, one hundred li distant. For on account of breaks in the telegraph we do not precisely know the truth of what has transpired there. Amongst other things it is reported that the powder magazines have been exploded from which we gather the place is in some danger. [This is disingenuous. Yu Lu knew early in the day of June 27th both by wire and special messenger that all the four forts had capitulated after storm.]

"We now tore up the railway line at Cheng Liang Cheng [half-way between Tientsin and Taku] and other places, and we opened the water sluices and gates at Cheng Chue Kon [above Tientsin city] to let the water out of the Pei-ho, and thus by lowering the depth prevent the foreigners going to Peking by stream. We found that these foreign troops already set out for Peking [i.e. Admiral Seymour's column] had been cut off by Boxers at Yungtsun [eighteen miles from Tientsin] by destruction of the line, and that they were now trying to skulk back to Tientsin, so we at once dispatched forces to cut them off."

"These are the victories we have won since the beginning of the trouble, and this is the true condition of the defences here. Now to fight eight Powers with the forces of one is quite impossible. How then can the force now at my disposal at Tientsin be brought against the collective armies of eight nations? I ask your Majesties to send a great army to Tientsin as soon as possible to aid the circumstances of the Empire. I submit this by rapid courier."

"Again there are more than 400 troops protecting the Legations at Peking, and I hear that our patriotic Boxers have by their sole initiative taken steps against the [foreign] religions in the capital. Now Tientsin is in a condition far different from that of any former time, and I trust your Majesties will devise a proper and safe plan [to relieve the situation]."

The Imperial Rescript ran:—"We will issue an edict."

A POSTSCRIPT.

In a supplement or postscript his Excellency tabulates his opinion "that the troubles have all originated in religious differences, and that the pressure of unforeseen circumstances have forestalled the beginning of the war. [This is the only possible rendering the Translator can give to this obscure passage.] But this is less to be regretted, as popular feeling is unanimous and firmly united, and courage is high." Commanders Hu Tien Chao, Ho Yung Sheng, and the minor officers of the different wings [camps] have done their utmost and are still pressing forward. I am doing my best to unite the army, and to manage affairs properly, but as the foreigners have received so great a gash, I am sure they will not remain quiet, and there will be a great movement of the troops of all nations."

THE SECOND REPORT.

The second report runs as follows: Yu Li, Viceroy of Chihli, and Superintendent of Trade, begs to issue a report of the fighting here. "I have already on the 23rd of the late Moon (June 24th) reported the destruction made by the foreigners, and the strong defence effected by the Government troops. On the morning of the 29th there were several hundreds of foreign troops and religious people who

NEW ADVERTISEMENTS

WANTED.

By an English Lady, a Situation as MAID or HOUSEKEEPER. Can teach young children. No objection to travelling. Experience 1.

Address—
Care of Office of this Paper.
Hongkong, 23rd August, 1900. [2261]

FOR SHANGHAI.

THE STEAMSHIP
"LYEEMOON,"
Captain G. Honemann, will be despatched for the above port TO-DAY, the 23rd inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.
Agents.
Hongkong, 22nd August, 1900. [2254]

FOR YOKOHAMA AND KOBE.

THE STEAMSHIP
"SIBIRIA,"
Captain Braun, will be despatched for the above ports TO-DAY, the 23rd inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & CO.
Agents.
Hongkong, 23rd August, 1900. [2255]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE COMPANY'S STEAMSHIP
"HAITAN,"
Captain Beach, will be despatched for the above ports TO-MORROW, the 24th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARBAK & CO.
General Managers.
Hongkong, 23rd August, 1900. [2259]

FOR TSINGTAU.

THE H.A.L. STEAMSHIP
"SAXONIA,"
Captain Jager, will be despatched for the above port TO-MORROW, the 24th August, at Noon.

For Freight or Passage, apply to
SIEMSEN & CO.
Agents.
Hongkong, 23rd August, 1900. [2257]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE COMPANY'S STEAMSHIP
"SALAZIE,"
Captain Negre, will be despatched for the above ports on or about TUESDAY, the 28th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd August, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "BRAEMAR."
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.
SIEMSEN & CO.
Agents.
Hongkong, 22nd August, 1900. [2256]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. STEAMSHIP
"SIBIRIA,"
Captain Braun, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

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SIEMSEN & CO.
Agents.
Hongkong, 22nd August, 1900. [2256]

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE COMPANY'S STEAMSHIP
"PAKHOT,"
Captain Williams, will be despatched as above on SUNDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd August, 1900. [2260]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE COMPANY'S STEAMSHIP
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd August, 1900. [2449]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last, at the Rate of ONE POUND AND TEN SHILLINGS STERLING (i.e. 10s. sterling) per Share of £125 is PAYABLE on and after MONDAY, the 20th August, current at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 18th August, 1900. [2240]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE DIVIDEND of 8 per Cent. per Share for the Six Months ending 30th June, 1900, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 21st August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, Praya.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 21st August, 1900. [2246]

HONGKONG HOTEL COMPANY, LIMITED.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 28th August, 1900, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th August, both days inclusive.

By Order of the Board.
C. MOONEY,
Secretary.
Hongkong, 17th August, 1900. [2229]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND at the RATE of 5 per Cent. (Two Dollars and Fifty CENTS PER SHARE), for the six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

By Order.
EDWARD OSBORNE,
Secretary.
Hongkong, 17th August, 1900. [2228]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER of SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 13th, to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th August, 1900. [2196]

OLIVERS FREEHOLD MINES, LIMITED.

IN accordance with Article VIII, Paragraph 3, of the Articles of Association of the Company, Interest at the rate of \$10 per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th August, 1900. [2238]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with Article IX, Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited:

10701-10800 12688-13185
11061-11085 14696-14785
11808-11895 15788-16085

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th August, 1900. [2237]

AUCTIONS

POSTPONEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 23rd August, 1900, at 3 P.M., on the Spot,

THE FOLLOWING VALUABLE PROPERTY, VIZ:—
Inland Lot No. 910, Yamnati, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st August, 1900. [2101]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by public Auction, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 28th August, 1900, at 2.30 P.M., at No. 9, MOUNTAIN VIEW, PEAK, THE WHOLE OF THE HOUSEHOLD FURNITURE contained therein.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd August, 1900. [2249]

PUBLIC AUCTION.

TO be Sold by Public Auction, on THURSDAY, the 30th day of August, 1900, at 3 P.M., at his

Sole Rooms, The following Valuable Property, situate in rear of "Bonifon" Robinson Road, Victoria, Hongkong, and intended to be registered in the Land Office as sections B, C and D of Inland Lot No. 712.

The above will be offered in three Lots, Lot No. 1 containing 1,981 square feet, Lot No. 2, 3,040 square feet, Lot No. 3, 3,421 square feet, more or less, and are suitable for building purposes.

Terms of sale and full particulars can be had on application to—
GEO. P. LAMMERT,
Auctioneer, or
DENNIS & BOWLEY,
Solicitors for the Vendor.
Hongkong, 22nd August, 1900. [2243]

W. B. BREWER & CO.

SOME NEW PICTURES.

Our Brothers from over the Sea, "Engraving,"
The Handy-Man "Platotype," \$13.00
The Handy-Man "Platotype," 3.50
Aunt Mabel's Bazaar "Platotype," 3.50

NEW BOOKS AND NEW EDITIONS.
A Sportsman in India, by Isabel Savory ... 3.50
New Volume Academy Pictures, 1900 ... 4.50
Russia on the Pacific and the Siberian Railway, by Vladimir ... 9.00
Chinese Characteristics, by Smith ... 3.00
The Real Chinaman, by Holcombe ... 4.50
Templeton's Work-Shop Companion (Modernized) ... 3.50
Macaulay's Essays ... 1.50
Westward Ho, by Kingsley ... 35
A Bed for Fortune, by Guy Boothby ... 35
Lord Edward Fitzgerald, by Bodkin ... 1.50
Little Anna Mark, by Crockett ... 1.50
Agatha Webb, by A. E. Green ... 1.25
A Real Outsider, by Nat Gould ... 75
Lest we Forget Them ... 75
23 & 25, Queen's Road, Hongkong. [31]

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12 BORE GUNS in

Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of SPORTING REQUISITE.

WM. SCHMIDT & CO.
Hongkong, 21st August, 1900. [1213]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits. Price 35.50 per Case of 48 Pints.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.
Hongkong, 14th August, 1900. [2211]

SI ENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 23rd September, 1891. [808]

CRICKET.

FIXTURES REQUIRED with Local Teams for coming Season.

Address—
E. WISDOM,
Hon. Secretary,
H. M. S. Tamar.
Hongkong, 22nd August, 1900. [2251]

BANKS.

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JIUCHI SOYEDA, Esq., President.

Head Office Manager: **HIROMI KAWASAKI, Esq.**

BRANCHES AND AGENCIES:
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Meiji
Taiwan London New York San Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Chemulpo Fusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account 4.75% per annum

On Fixed Deposits 6% per annum

For 3 months 6% per annum

For 6 months 6% per annum

For 12 months 6% per annum

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,
Manager.
Taipeh, 1st August, 1900. [2290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over £210,000

RESERVE LIABILITY OF SHAREHOLDERS fully £425,000

HOLDERS £435,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta,
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:
The Bank of England and the Capital and
Counties Bank, Limited.

General Manager—**F. C. BISHOP.**

INTEREST ALLOWED.

On Current Accounts 2 per cent

Fixed Deposits 3 months 4

Do 6 months 4 1/2

Do 12 months 5

On Fixed Deposits 4 1/2

On Current Accounts 2 per cent

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1902. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID-UP £582,500

RESERVE FUND £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS—

For 12 months 4 1/2

For 6 months 4

For 3 months 3 1/2

For 1 month 3

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

STERLING RESERVE \$10,000,000

SILVER RESERVE 2,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.,

Hon. R. M. Gray

A. Haupt, Esq.,

Hon. J. J. Kewick

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	BRIPES	Brit. str.	—	C. T. Denny, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON &c. via PORTS OF CALL	CHUSAN	Brit. str.	—	Da	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON VIA SUEZ CANAL	PHOTHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	Barwise	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 18th Sept.
BREMEN, via PORTS OF CALL	WEIMAR	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	To-day, at Noon.
MARSEILLES & LONDON via MANILA	TEENKAI	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	KANAGAWA MARU	Fran. str.	—	Durande	MESSAGERIES MARITIMES	On 27th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	ERNEST SIMONS	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st Sept.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 28th Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On 8th Sept.
NEW YORK VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
VICTORIA, B.C. & TACOMA	OLYMPIA	Brit. str.	—	J. T. MacKenzie	CANADIAN PACIFIC R. CO.	On 29th inst.
VICTORIA, B.C. &c. via SHANGHAI, &c.	RIJOUN MARU	Jap. str.	—	O. P. Marshall, R.N.R.	DODWELL & CO. LIMITED	On 25th inst.
VANCOUVER, via SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	—	W. Watt	PACIFIC MAIL S. S. CO.	On 1st Sept. at Noon.
PORTLAND, OREGON, &c.	CITY OF R. DE JANEIRO	Brit. str.	—	—	O. & O. S. N. Co.	On 11th Sept. at Noon.
SAN FRANCISCO via MOJO, &c.	COPTIC	Jap. str.	—	—	TOYO KISEN KAISHA	On or about 15th Sept.
SAN FRANCISCO via AMOY, &c.	AMERICA MARU	Brit. str.	—	E. Wilson Haswell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	BEIJING KING	Jap. str.	—	Anderson	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 6th Sept. at 4 P.M.
AUSTRALIAN PORTS	TAISAN	Brit. str.	—	Krebs	MELCHERS & CO.	On 5th Sept. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNCHEN	Ger. str.	—	Jager	SIMMONS & CO.	To-morrow, at Noon.
TRINGTAU	SAXONIA	Ger. str.	—	Braun	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA & KOBE	SIBERIA	Ger. str.	—	C. H. S. T. Cooke, R.N.R.	NIPPON YUSEN KAISHA	On or about 1st Sept.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	G. Heuerbaum	SIMMONS & CO.	On 25th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	FUTANI MARU	Jap. str.	—	H. Kirohner	MELCHERS & CO.	To-day, at 4 P.M.
SHANGHAI	LYEENON	Ger. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 26th inst. at Daylight.
SHANGHAI & JAPAN	MAKACA	Brit. str.	—	Negro	MESSAGERIES MARITIMES	On or about 28th inst.
SHANGHAI	PAKHOT	Fran. str.	—	E. Street	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	Roach	DOUGLAS LARSEN & CO.	To-morrow, at 11 A.M.
SHANGHAI	CLYDE	Brit. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 28th inst. at Daylight.
SWATOW, AMOY & FOCHOW	HAITAN	Jap. str.	—	S. Atsumi	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SWATOW, AMOY & TAMSUI	TAMUO MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
SWATOW, AMOY & TAIWANFOO	KASUGA MARU	Jap. str.	—	Anderson	SHEWAN, TOMES & CO.	On 29th inst. at 4 P.M.
MANILA	TAISAN	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	
MANILA	DIAMANTE	Brit. str.	—	Pennefather		
CEBU & ILOILO	KAIFONG	Brit. str.	—			

SHIPPING.

ARRIVALS.
 Aug. 22, WEIMAR, German str., 3,176, E. Prehn, Shanghai 17th August, General—Melchers & Co.
 Aug. 21, SIBERIA, German str., 2,125, Braun, Hamburg and Singapore 15th August, General—Simmons & Co.
 Aug. 22, KANAGAWA MARU, Jap. str., 3,703, John MacKenzie, Yokohama via Kobe and Moji 11th August, General—NIPPON YUSEN KAISHA
 Aug. 22, TAIPO, German str., 1,055, E. Schipper, Iloilo 18th August—Simmons & Co.
 Aug. 22, TETARTOS, German str., 1,578, Desler, Iloilo 18th August, Sugar and Hemp—Simmons & Co.
 Aug. 22, ANTILLIAN, British transport, 5,009, Hunter, Cape Town 23rd July.
 Aug. 22, VADALA, British transport, 2,164, S. Boon, Taku 13th August.
 Aug. 22, KWANGLOE, British str., 1,467, R. Lincoln, Shanghai 10th August, General—CHINESE.
 Aug. 22, ISLANDA, British transport, 3,400, J. C. Tice, Taku 14th August.
 Aug. 22, CITY OF CAMBRIDGE, British transport, 2,481, K. C. Warden, Bombay 7th August.
 Aug. 22, BRAEMAR, British str., 2,316, Watt, Portland 23rd July, General—DODWELL & CO. LIMITED.
 Aug. 22, KYOTO MARU, Japanese str., 1,639, P. Sakurai, Moji 21st August, Coal—MITSUI BUSSAN KAISHA.
 Aug. 22, KUTSANG, British str., 1,495, R. C. D. Bradley, Moji 10th August, Coal—JARDINE, MATHESON & CO.
 Aug. 22, CHUYEN, Amr. str., 1,177, Wm. Jamieson, Shanghai 10th Aug., General—CHINESE.
 Aug. 22, RHIPES, Dutch str., 1,050, C. E. Day, Japan via Shanghai and Fochow 20th August, General—BUTTERFIELD & SWIRE.
 Aug. 22, PREUSSEN, German str., 3,278, H. Kirchner, Bremerhaven 10th July an. Singapore 16th August, Mails and General—MELCHERS & CO.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
 22nd AUGUST.
 Casanga, Portuguese transport, for Singapore.
 Sibiria, German str., for Yokohama.
 Taiyuan, British str., for Hongkong.
 Hermes, Norw. str., for Hongkong.
 Hne, French str., for Kwong-chow-wan.
 Kiukong, British str., for Shanghai.
 Kwanglee, British str., for Canton.

DEPARTURES.

Aug. 22, SUNDA, British transport, for Shanghai.
 Aug. 22, FUSHU, British str., for Shanghai.
 Aug. 22, HINCHI, British str., for Canton.
 Aug. 22, THALES, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Wongkoi.
 KOWLOON DOCKS.—U.S.S. Monterey, Argus, U.S.S. Iris, Tsiman, Omsang, City of Rio de Janeiro, H.M.S. Hunter, Nanchang.
 COSMOPOLITAN DOCK.—Nanshan, Standfield.

SHIPPING REPORTS.

The British transport *Upada*, from Calcutta 5th August, signalled a barque on Sunday afternoon, 19th instant, from Borneo to Hongkong, who reported all well. Her numbers were TNQD.

The British steamer *Kwanglee*, from Shanghai 19th August, had moderate northerly winds and fine, cloudy weather to Turnabout; from thence moderate to fresh winds and heavy squalls, accompanied with heavy rain and a mountainous cross sea to port.

The British transport *Antillian*, from Cape Town 23rd July, spoke on August 21st, at 7 a.m., the British barkentine *Bittern*, of Fremantle, in lat. 21.06 N., long. 113.04 E., who signalled "Spring a leak; would we stand by him." Asked if they wished to abandon the vessel, the reply was "No." The *Antillian* signalled that she could not wait, but would report him in Hongkong.

The British steamer *Haitan*, from Fochow, Amoy and Swatow 21st August, had moderate N.E. breeze and sea, fine and clear weather to Amoy. From Amoy to Swatow light N.E. breeze, overcast and showery weather. From Swatow to port moderate E.N.E. breeze, heavy S.W. swell, overcast and showery weather. Vessels in Fochow—*Hakata*, In Amoy—*Bellerophon* and two Japanese gunboats. In Swatow—*Kwanglee*, *Kueilin*, *Feiching*, H.M.S. *Mohock* and one French gunboat.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 THE Imperial German Mail Steamship

"PREUSSEN"
 OF THE NORDDEUTSCHER LLOYD.
 Captain H. Kirchner, will leave for the above places TO-DAY, the 23rd inst., at 5 P.M.
 NORDDEUTSCHER LLOYD.
 MELCHERS & CO., Agents.
 Hongkong, 23rd August, 1900. [8]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
 FOR MARSEILLES AND LONDON VIA MANILA.
 THE Company's Steamship

"TEENKAI"
 Davies, Commander, will be despatched as above TO-DAY, the 23rd inst.
 For Freight, &c., apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 8th August, 1900. [217]

NIPPON YUSEN KAISHA.
 FOR MANILA.
 THE Company's Twin Screw Steamship.

"KASUGA MARU"
 (3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port TO-MORROW, the 24th instant, at 4 P.M.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
 A. S. MIHARA, Manager.
 Hongkong, 15th August, 1900. [2218]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship

"RHIPES"
 will be despatched as above TO-MORROW, the 24th instant.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 22nd August, 1900. [1993]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"INDRAVELLI"
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 20th July, 1900. [2024]

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"RICHMOND CASTLE"
 will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI"
 on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA"
 For Freight, apply to
 DODWELL & CO., Ltd., Agents.
 Hongkong, 15th August, 1900. [2054]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship

"TAMUO MARU"
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th instant, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th August, 1900. [15]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).
 "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1900
 "EMPERESS OF JAPAN" Comdr. G. E. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900
 "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent, Pedder Street.

Hongkong, 9th August, 1900. [9]

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

FOR SHANGHAI and MALACCA TO SAIL ON REMARKS.

SHANGHAI and MALACCA { About 24th } Freight or Passage.
 JAPAN { E. G. Andrews } August

SHANGHAI { CLYDE } { About 31st } Freight or Passage.
 { E. Street } August

LONDON &c. { CHUSAN } { Noon, 1st } See Special Advertisement.
 { C. T. Denny, R.N.R. } Sept.

YOKOHAMA VIA NA-ROHILLA { About 1st } (Passing through the Inland Sea) Freight or Passage.
 GASAKI & KOBE { C. H. S. T. Cooke, R.N.R. } Sept.

LONDON { JAYA } { About 6th } Freight or Passage.
 { G. W. Gordon, R.N.R. } September

For Further Particulars, apply to
 A. Y. MARSHALL, Acting Superintendent.
 Hongkong, 18th August, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD
 (FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 * SIBERIA { HAVRE & HAMBURG } { About 21st } Freight and Passage.
 Capt. Braun { (London with transhipment in Hamburg) } Sept.

SAXONIA { HAVRE & HAMBURG } { About 30th } Freight.
 Capt. Jager { (London with transhipment in Hamburg) } Sept.

SERBIA { HAVRE & HAMBURG } { About 12th } Freight.
 Capt. Sachs { (London with transhipment in Hamburg) } October

* KONIGSBERG { HAVRE & HAMBURG } { About 20th } Freight and Passage.
 Capt. Schuder { (London with transhipment in Hamburg) } October

BAMBERG { HAVRE & HAMBURG } { About 31st } Freight.
 Capt. Jacobs { (London with transhipment in Hamburg) } October

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Truebridge	Sept. 8	BRAEMAR	3,601	W. Watt	Aug. 28
DUKE OF FIPE	3,821	J. S. Cox	Sept. 11	ARAYL	2,907	W. S. Thomson	Sept. 20
GLENOCLE	3,750	W. Frakes	Sept. 15	MON SHIRE	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.
 The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED, General Agents.

Hongkong, 16th August, 1900. [10]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 KANAGAWA MARU { MARSEILLES, LONDON, and } FRIDAY, 24th Aug. at
 J. MacKenzie { PENANG, COLOMBO & PORT SAID } DAYLIGHT.

KASUGA MARU { SYDNEY and MELBOURNE, via } FRIDAY, 24th Aug. at
 E. Wilson Haswell { MANILA, THURSDAY ISLAND, } 4 P.M.
 TOWNSVILLE & BRISBANE.

FUTANI MARU { NAGASAKI, KOBE and YOKO- } SATURDAY, 25th Aug. at
 J. Thom. { HAMA } NOON.

* RIJOUN MARU { VICTORIA, B.C. and SEATTLE, } SATURDAY, 25th Aug. at
 J. W. Ekstrand { U.S.A. via SHANGHAI, KOBE } NOON.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 21st August, 1900. [12]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.
 WEIMAR THURSDAY 23rd August.
 PRINZ HEINRICH THURSDAY 6th September.
 PREUSSEN THURSDAY 20th September.
 HAMBURG (Hamburg-America Line) WEDNESDAY 3rd October.
 SACHSEN WEDNESDAY 17th October.
 OLDENBURG WEDNESDAY 31st October.
 OYERN WEDNESDAY 14th November.
 STUTTGART WEDNESDAY 28th November.
 KONIG ALBERT WEDNESDAY 12th December.
 PRINZ HEINRICH WEDNESDAY 26th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Prehn, of the NORDDEUTSCHER LLOYD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 6th August, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,370 Tons, About 15th Sept.
The Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, MOI, KOBE, YOKOHAMA and HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th August, 1900. [14]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship ANAPA, about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 20th August, 1900. [2223]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durande, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th August, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"TSINAN,"
Captain Anderson, will be despatched as above on TUESDAY, the 28th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on TUESDAY, the 28th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1900. [2103]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"DIAMANTE,"
Captain A. Ramsay, will be despatched as above on TUESDAY, the 28th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 21st August, 1900. [2247]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship
"KAIFONG,"
Captain Pennafather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1900. [2236]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th August, 1900. [2235]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.
THE Company's Steamship
"IXION,"
Captain Robinson, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1900. [2181]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 17th August, 1900. [5]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"
Captain C. T. Derry, R.N., carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 20th August, 1900. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAIT NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODD & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Aug. 12.

Jardine, Matheson & Co.

Anapa, British str., 2,251, Williamson, Aug. 14.

Dodwell & Co., Limited

Anping Maru, Jap. str., 1,075, Sato, Aug. 20.

Mitsui Bussan Kaisha

Apennine, German str., 611, Larenzen, Aug. 19.

Arratoon Apar, British str., 2,873, Stewart, Aug. 20.

David Sassoon Sons & Co

Banco, British steamer, 5,900, Babot, Aug. 18.

Order

Bonglo, British str., 1,346, Thomson, Aug. 14.

Gibb, Livingston & Co

Bendish, British str., 1,436, Farquhar, Aug. 13.

Gibb, Livingston & Co

Braemar, British str., 2,316, Watt, Aug. 22.

Dodwell & Co., Limited

Chiyuen, Amr. str., 1,177, Jamieson, Aug. 22.

Chinese

City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18.

P. M. S. S. Co

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12.

Gilman & Co

Decima, German str., 794, Christiansen, Aug. 19.

Schneider, Wier & Co

Empress of India, British str., 3,003, Marshall, Aug. 21.

C. P. R. Co

Hallong, British str., 783, Bathurst, Aug. 13.

Admiralty

Hafing, French steamer, 750, Bast, Aug. 20.

A. R. Marty

Hermes, Norwegian str., 849, Jensen, Aug. 16.

Jardine, Matheson & Co

Hue, French steamer, 704, Godman, Aug. 18.

A. R. Marty

Karagawa Maru, Jap. str., 3,703, McKenzie, Aug. 22.

Nippon Yusen Kaisha

Kasuga Maru, Jap. str., 2,208, Haswell, Aug. 21.

Nippon Yusen Kaisha

Kingsley, British str., 1,223, Young, Aug. 14.

Jardine, Matheson & Co

Kiukuang, British str., 1,240, Arnold, Aug. 14.

Butterfield & Swire

Kutsang, British str., 1,495, Bradley, Aug. 22.

Jardine, Matheson & Co

Kwanglo, British str., 1,467, Lincoln, Aug. 22.

China S. S. Co

Kyoto Maru, Jap. str., 1,639, Sakurai, Aug. 22.

M. B. Kaisha

Maclachlan, British str., 4,276, Hannan, Aug. 18.

Butterfield & Swire

Michael Jensen, Ger. str., 710, Jesson, Aug. 17.

Jensen & Co

Mongkut, German str., 815, Kumpel, Aug. 9.

Butterfield & Swire

Nanchang, British str., 1,660, Finlayson, Aug. 19.

Butterfield & Swire

Onsang, British steamer, 1,787, Young, Aug. 9.

Jardine, Matheson & Co

Palkho, British str., 1,243, Williams, Aug. 20.

Butterfield & Swire

Proudhon, German str., 3,278, Kirehner, Aug. 22.

Moloch & Co

Quarta, German str., 1,146, Johansen, Aug. 11.

Sunder, Wier & Co

